

made to  
market.  
**Stewart**  
**HELL,**



















## ADMISSION OF NATIVES TO THE CIVIL SERVICE OF INDIA.

(From the Times of London, June 11.)

In Sir Stafford Northcote's speech in Parliament on 5th May, upon the subject of the admission of natives to the civil service, he is reported to have said that such a policy "would be for the benefit of our rule; it would be of importance for India itself that the natives should be educated to govern themselves and their own affairs." This is the burden of the song that is now the fashion of some politicians both here and at home to chant, and it would be as well perhaps if we examined it somewhat closely, and realised exactly what it means. The language of Sir Stafford Northcote, if it was not intended to be a mere empty flourish of words, plainly implies that at some not far distant future, we shall hand the Government of India over to the natives of India. Having this consummation in view, he holds that it is our duty to educate them, he holds that it is our duty to educate them in the art of government, in order that when left to their own devices, they may be able to govern themselves creditably. The question of the character of the work which is cut out for the British race in the East should proceed on the proposition that we hold India for the benefit of India alone, that it is our mission to enlighten and educate, and that when we have fulfilled that task, it will be our part to say to the natives of India, "bless ye, my children," and retire to our own latitudes. Now this sounds very sublime and all that, but it is really, honestly, the goal that we steadily keep in view? Is it unthinkably the duty of England to sink all idea of self, in her future relations with India, to rule this vast country, not from motives of political and material advantage, but from pure philanthropy? Or, rather, are our politicians really willing and ready to act upon these propositions? They can gain nothing by deceiving themselves, and they cannot deceive the people of this country. If it be the bounden duty of a dominant race to act towards the subject peoples upon this principle, Sir Stafford Northcote and all who agree with him should act accordingly, and we must henceforth lose no time in initiating the natives of India into the arena of good government, in order that the sooner to have the pleasure of withdrawing and watching the glorious results of our high-mindedness. If this is to be the programme of the future, deliberately cut and dried at the India Office, we are constrained to confess that the world has hitherto been shamefully blind to the virtue that is now blazing forth, like a beacon, from that institution. Our dealings with India up to the present time have not been characterised by any remarkable spirit of benevolence or self-sacrifice. Some people are even bold enough to assert that we have behaved anything but handsomely, that our treatment of India has, in fact, been rather shabby and greedy, that in some instances we have been downright dishonest. Well, all this is a horrible dream of the past. A new day is dawning. Out of the windows of the India Office is wafted an atmosphere of virtue and conscientiousness, which the Minister sucks pantingly into his lungs, and all the rest of the Civil Service are to suck into theirs. In future, the rest of the acts of the King of Westminster, and all that he does, in his relations with India, are to proceed from pure philanthropy and love of what is generous and unselfish. The natives of India are to be taught how to govern themselves, that it may be in our power to put the Government into their hands, and when we do so, feel easy on the score of their being able to hold the reins.

Seriously, Sir Stafford Northcote could not have intended his words to convey all the meaning which we have legitimately enough applied to them. No one, in his senses, can surely hold that, finding ourselves masters of the Indian Empire as we now are, we are to drop all considerations of political expediency, and legislate solely for the bounty of India. That would be one-sided justice with a vengeance. England has spent much blood and treasure in conquering and ruling India, and she is not likely to find herself at this moment in possession of an enormous area of Asia, and she knows that so long as she possesses it, she is one of the first powers of the earth. Rob her of India, and she sinks in the scale of nations, politically. It is manifestly her true political interest, if she values her own existence, to keep her hold upon India; and so long as she treats the natives of India fairly, no one can blame her for standing by those interests, for enjoying the right that her superior might and energy and the course of circumstances have conferred upon her. She has responsibilities, doubtless, at the same time, but the responsibility attached to possession is necessarily identical with the duty of nation. They are vastly different things, and so long as she recognises and acts up to the former, she is not called upon, by any code of national honesty or honour, to fulfil the latter. We have always been in the front rank of those who claim for the natives of India a larger share than they now possess of the administration of the country. But we do not advocate the introduction of a measure which would give effect to this principle, on the ground that the natives should be taught the art of government in order that they may govern without us. There are better and more practical reasons at hand which are more than sufficient to justify all that Sir Stafford Northcote is likely to do. There is no doubt that the future may bring forth, and it would be wrong to say that such a final can never be brought about, but our politicians do not legislate in order to bring it about, and whoever says that we do is either deluding himself, or speaking dishonestly. We shall hold India as long as we are able, and while we hold it, strive to do our duty by it. But to argue that our duty is to give it up to desert altogether the reasonable and practicable, and to wander into the regions of Utopia and romance.

There is a great deal too much of this high-faloot style of sentiment uttered now-a-days which may be justly called political cant, because it is cant, because it is not real intentions of English politicians to practice what is so easy to preach. At least our acts are sadly at variance with our creed, if it be our creed. The right way to look at India is to view it as part and parcel of the British Empire, as firmly incorporated as any other part, though held by a special tenure, and to regard its inhabitants as loyal subjects, possessing as such an indefeasible claim to the privileges of citizenship. Among those privileges we class that of having a just share of the administration, but necessarily only a share, and so long as they are kept out of this privilege they have reasonable ground of complaint, just as certain classes at home that have hitherto been unrepresented in the councils of the nation claim now by virtue of their intelligence to be admitted. If the words of Sir Stafford Northcote, and of Mr. Trevelyan who spoke much to the same effect, mean that they were orthodox and sensible enough. But to

say the least of them, they were ambiguous and hazy, and are plainly open to a *reductio ad absurdum*. Colonel Sykes said that "he believed the native population had now acquired such an amount of education and self-respect that it was incumbent upon us to find for them suitable and dignified employments." His conclusion is drawn from legitimate premises. He would have been more accurate had he said that certain classes of the native population had acquired the amount of education and self-respect that entitles men to the higher privileges of citizenship; but he was nearer the truth than Mr. Trevelyan, who launched into platitudes about self-government, and other tall talk.

It would be very much better both for England and India, if we would learn to regard the natives of India more in the light of fellow-subjects, and less in the light of a subject race, than we do now. Then we might recognise their aspirations for a wider and higher sphere of employment than they now enjoy, as the legitimate aspiration of fellow-subjects, and not the insidious encroachment of secret foes. Those natives who prove their fitness intellectually and morally, for employment by the State, have, if the title of fellow-subjects is not a silly fiction, a right to obtain employment. Those who cannot prove their fitness have no greater claim than the half-savage and illiterate natives of our brethren at home have to a voice in the government of Great Britain and Ireland. But in either case, it is ever the duty of the responsible ruler to all that in him lies to raise up these depressed classes to the level of their happier brethren.

## THE NEW RIVER.

ALLUIONS having been frequently made, during the discussions of our city and borough councils on our water supply, to the London water supply, and its celebrated "New River," we take the following from the *City [London] Press*, which will, doubtless, be read with interest by many of our "Londoners" and others:

In 1852, one Peter Morice, a Dutchman, erected a pumping engine, to force the Thames water into leaden pipes, and carry it to the City houses. This plan failed to meet the demand, and an Act passed in Elizabeth's reign authorised the Corporation to cut a river from Middlesex or Herts, the work to be completed in ten years. No private purse was offered to meet the expense, and the City authorities shrank from the responsibility. The Act expired, and nothing had been attempted to carry out the object. Another Act was passed in 1605 (James I.) to bring pure water from Amwell and Chadwell, Herts, and in the following year William Inglebert sought permission to train water from those springs to the northern parts of London, in a trench or trenches of brick, but no action was ultimately taken. In 1608, Captain Colthurst applied to the Court of Aldermen for leave to carry out the Act, but his means were insufficient, and no aid was tendered. Soon after, Edward Wright, the writer of a treatise on navigation, is said to have commenced the works, but whatever attempts he made failed. At this period an individual, without any previous preparation, for he was neither engineer nor builder, but a goldsmith, gifted, however, with a powerful will, which made him believe all things possible to energy and perseverance—Hugh Myddelton—came to the rescue, declaring, "If no one else will undertake this work, I will do so, and execute it at my own cost." Story says, "The matter had been well mentioned, though little minded, long debated, but never concluded, till courage and resolution lovingly shook hands together, as it appears, in the course of this no-way-doubted, well-minded gentleman."

On March 28th, 1609, the Corporation agreed to his proposal to bring water from Amwell and Chadwell, to Islington, "a thing of great consequence, worthy of acceptance for the good of the City." The works were to commence in two months, and be finished within four years. "Turning the first sod" was accomplished during the next month. The chief spring was in the vicinity of Ware, Norden says, that in 1608, "there was such abundance of water hereabouts, that the place was almost drowned, and this gave occasion for cutting a channel to London, and conveying thither the New River." Great opposition was encountered by the owners of land; they declared, in a petition to the Corporation, that their "meadows would be turned into bogs and quagmires; the soil would become squalid ground; the soil no better than a deep ditch, dangerous to men and cattle, would open with sudden rains; inundate the pastures, wrong the Church in its tithes, and make the highways impassable." To which the Lord Mayor and Aldermen replied, "that they would have nothing to do with the New River, and that they had transferred to Mr. Myddelton and his heirs, who did the same for his own private benefit." The work was also vehemently opposed in Parliament; but soon after it was prorogued, and did not re-assemble for four years. How strangely this pre-figures the opposition offered to the establishment of the early railways, when land owners of all ranks denounced them as ruinous to private property, and when they were prevailed upon to relinquish a few acres for a line demanded enormous compensation. Yet all this has been proved a gross fallacy, and now the same men, or their heirs, are only too happy to get a station on their lands, and are well pleased to act as directors to companies which were ridiculed in unmeasured terms, as dangerous or ruinous novelties. What would London now do without its New River or its railways? The Corporation petitioned against the repeal of the New River Acts, declaring that the project, if successful, "would be a thing very commodious for the preservation of health in the city, and which stream hath been already brought onward ten miles at the charges of Mr. Hugh Myddelton, their deputy, amounting already to the sum of £3000 and above." Singularly unresponsive to their own advantage, the people were extremely violent in their opposition. Even the minister of Tottenham denounced the scheme, and disapproved of the intended river, as "brought with an ill-will from Ware to London." Story, who knew Myddelton, writes, "If those enemies of all good endeavours, danger, difficulty, impossibility, detraction, contempt, scorn, derision, yea, and desperate despatch, could have prevailed by their abused and malevolent interposition, this work of so great worth had never been accomplished." Story had watched the progress of the work, and saw "that admirable art, pains, and industry were bestowed for the passage of it, by reason that all grounds are not of a like nature, some being coaly and very dry, others again, as stiff, craggy, and stony. The depth of the trenches in some places descended full thirty feet; whereas, in other places, it required a springful art again to mount it over a valley in a trough between a couple of hills, and the trough all the while borne up by wooden arches."

Myddelton had miscalculated the time he needed to accomplish his task. Five years

additional were granted, and the opposition of the landowners continuing, he found it expedient to seek aid from the King, and James I. honourably distinguished himself by the effectual assistance he rendered to his patriotic subject. The river was to pass through the park at Theobald's, and the sovereign evinced his sound judgment by helping forward, by his royal influence and the State purse, what so many of his rich and noble courtiers had opposed. There is an agreement between James and Myddelton in the Roll Office. It is lengthy, but may be epitomised thus:—It bears date May 12, 1612. The cut, it promises, is sure to be of great profit and convenience. The King agrees to discharge a moiety of the cost to bring the water within one mile of the city; also to pay a moiety of expenses already incurred. James further grants to Myddelton an exclusive right to bring the water from the springs of Hertfordshire; also a right of way through his manors, parks, &c. In addition, he contracts to disburse a moiety of the charge for providing cisterns and ponds to receive the water, and pipes for distribution to the same; and on account of these concessions, Myddelton makes over to his royal partner one half of his interests in, and profits to arise from, the New River "for ever," with the reservation of a small "quill of water" previously granted to poor people dwelling in St. John-street and Aldergate-street. The contract in all its parts was faithfully observed by both parties. The Roll records give a satisfactory account of the money transactions, which might have been compared with the New River Company's books, but they were destroyed by fire. Still the sums were paid, and doubtless the half of all the pecuniary charges to build the work was faithfully paid by James I. Mr. Smiles states, in a note to his "Lives of the Engineers," that as many as 600 labourers were employed on the works at one time, and that, as a labourer's pay was 6d., and a skilled workman's 1s. per diem during their construction, allowing for casual suspensions, the cost of the whole could not have amounted to above £17,000. The assertion that £300,000 of the money of that period, equal to two millions at present, was expended has been often repeated, but without any trustworthy data. Pennant does state that £200,000 a month, gained from mines in Cardiganshire, were lost on this river, whereas the Denbigh enterprise was not successful, and the mining speculation did not commence until after the New River had been completed. Even £17,000 was a very large sum for that period, when London was small and England poor, but there is a sad vein of exaggeration in Pennant, Fuller, and Mitford. The last magnifies the few and unimportant bridges over the stream to the number of eight hundred, and couples the action with an equally groundless story of Myddelton's obscurity and poverty in his old age.

The New River cutting is now often under-estimated as the work of an insignificant character, compared with the wonderful engineering triumphs of our days. Yet it was unquestionably the most important plan of the kind up to that period ever attempted in England, and the difficulty and boldness of the scheme is enhanced when we remember that Myddelton had no experience to guide him in its execution. A man of practical science might have failed, and he had nothing to support him in the undertaking but "strong good sense and calm judgment." The plan adopted was to go steadily in a contour line "wherever possible, from Chadwell to a round pond at Islington (now at the end of Amwell-street), and called the New River Head. The stream originally presented a fall of about two inches in the mile, and its City end was at the level of about eighty-two feet above what is now known as Trinity high water mark. Where the fall of the ground was too rapid, a stoppage was introduced across the stream, penning from three to four feet perpendicularly the water flowing over such weirs down to the next level. (Smiles.) By the charter, power was given to form a water-course ten feet wide, with convenience for an easement on each side for preparations. The bridges, 160 in number, were of wood, and had each a water-way of ten feet, and if the water did not exceed the depth was probably four feet. To make the cut and the level of the ground correspond, the river was sometimes trained on hill sides, the soil being excavated to provide a bank. Where the land dipped, it was cut through at the side until an angle was attained where it could be crossed, and there an embankment was raised (if necessary) often eight or ten feet high, and at the top the stream flowed in a channel of the proper width. The surface waters passed into the River Lea, the ordinary drain of the immediate neighbourhood. Occasionally, this drainage water went in culverts under the stream. Vacancies were provided in the banks for transit under the river, its passages being secured by arches or wooden troughs, leaded inside. One of these troughs at Bush Hill was 600 feet long and five deep. Robinson, in his account of Edmonton, says that in 1780, during the riots, an attempt was made to destroy this reservoir, but the Government sent a regiment of horse soldiers to guard it. At each of the swamps there was a trough or "flush" near the river, and the surplus water was kept at such a level as would ensure its running over the trough, which was twelve feet wide, and spread across the river; and Mr. Mylne believed, that as it was at first constructed, it obtained quite as abundant a supply from the grass lands by the hills as from open water-courses. A second aqueduct of wood, 160 feet long and 17 feet high, brought the water over the valley where it entered Islington. It was then styled "Myddelton's Boarded River." There were also two brick tunnels, one near this spot and the other at Newington. When constructed the length of the river was far greater than at present, caused by the circuitous route taken to avoid deep cuttings and lofty banks. The distance from London to Ware is only twenty miles, the New River was then nearly thirty-nine miles in length.

The plan was now near completion. Islington was within sight; the water was awaiting admission to the tunnel which was to discharge its freight into a reservoir almost finished. Seven and a half centuries ago, the "brought water" of the King did his adventurous subject honour. The Corporation elected his brother, Thomas Myddelton, grocer, Lord Mayor for the ensuing year, and on the 29th of September, 1613, the Londoners attended by thousands to celebrate by public rejoicings, and a pageant, arranged by Thomas Myddelton, the dramatic arrival of the New River in the metropolis. There were present at the ceremony the Lord Mayor, Aldermen, and Common Council, with a dense crowd of admiring spectators. A band of seven labourers, or, as we should say, navvies, wearing green monastic caps, and carrying spears and mattocks, surrounded the grocer, while the music of drums and trumpets braved a welcome to the pure stream; after which the city poet delivered a metrical address, dwelling on the joy and triumph of the successful workers, who now saw the accomplishment of their great work. We give an extract, not for its poetical excellence, but because it shadows forth the duties of the various artisans:

First, here's the cooper, he's try'd man.  
An ancient soldier, and an artisan;  
The clerks, next him the mathematician.  
The mason of the nation, the place  
Next after these, the mason, in like case,  
Bickley, and engineer; and after those,  
The labourer next; then it shall follow  
The walkers last; so all their names are read.  
That these but parcels of six hundred more  
That at one time, have been employed before  
Yet these in right, and all the rest will say,  
That all the weeks they add their royal pay.

The speech concluded, the flood-gates were opened, and the clear pure water rushed into the reservoir, amidst huzzas, a liberal discharge of mortars, and pealing of bells. A print by Beckham (now scarce) commemorates the event. It was named "Sir Hugh Myddelton's Glory." It represents the reservoir in the centre of a vast crowd, with the liberated river rapidly filling it; the Lord Mayor, Sir John Swinerton, on a white horse, pointing to Sir Hugh himself; the Recorder (Sir H. Montague) and the Earl of Manchester by Myddelton's side; the Lord Mayor elect, his brother, the engraving, as a suggestion of the joy and gratitude of our ancestors on the completion of a plan, so beneficial to all, long considered impossible. On this occasion Mr. Myddelton was knighted, for the King thoroughly appreciated his deserts.

The water supply thus secured was an incalculable benefit to the community. Several millions of gallons of the pure element were thus brought into the city daily, and as the reservoir was at an elevation of 82 feet above the Thames high-water level, the pipes were adequate to supply the basements of a majority of houses then in London. Mr. Mylne thought the distribution of the water the most costly part of the plan. The powers granted by Parliament did not extend to the purchase of lands for laying down pipes to connect the water in the ponds with the public ways adjoining the metropolis. A quantity of grass land surrounded the New River Head. It was the property of owners in Wales and Northamptonshire. A grant for a term only was obtained at a fixed rent for each line of pipes, and, from time to time, it became necessary to increase them, the rents also were increased, and became so serious, that the profits of the company were endangered. This was finally remedied by the purchase of the ground. We have a lively recollection of the pipes, which were occasionally carried over raised props. They were often of wood (elm) roughly constructed, being, in fact, hollowed trunks of trees. On one side of the House of Correction, over Gray's Inn-lane valley, there was quite a network of these pipes, and as there was a constant leakage, during a sharp frost each pipe was decorated with strips of white paper, which, when the sun shone, he, killed into absolute beauty. The period wooden pipes were laid down through the streets to the extent of 400 miles. The leakage was a great evil. It was thought that a fourth of the water supplied was lost in this manner. Of course, they were superseded by iron pipes, as soon as mechanics were to be procured able to furnish cast-iron pipes. But for a long time there was a prejudice against pipe water. Among the cries of London might be heard, "Any New River water here!" "Fresh and fair New River Water! None of your pipe water!" Many, too, supported the carriers from motives of charity. Besides, the water was thought too costly. Of the charge for water then made by the company, we may glean some information from the following facts:—In 1614 the Common Council ordered payment to Myddelton of 20s. for a fine, and 5s. per quarter yearly, for a half-inch quill of water taken from his pipes to serve the Sessions House at Justice Hall; and in a second case, a sum of 28s. 8d. was paid yearly for each a pipe, for the supply of a house at Islington. Of course this new water supply was highly useful in extinguishing fires, though, in Bishop Burnet's *own Times* we read, that during the Great Fire of London (1666) the main at Islington was shut down by one Captain Jones, a parish; but, probably this was a mere invention.

The capital of the original company was divided into seventy-two shares. One half belonged to Sir Hugh, the remainder to the King. Of Sir Hugh's thirty-six shares, twenty-eight were sold on his account. Pennant says the value of each was £100. Entick estimates them to be worth £7000 each, but as the whole cost of the works was only £18,000, the actual value of each would be £250. The shareholders were incorporated by letters patent, June 21, 1619, under the title of "The Governor and Company of the New River brought from Amwell and Chadwell to London." The management was vested in the twenty-nine shareholders, who held the thirty-six shares each. The shareholders held more than two shares each. Among them were several persons of high rank. Sir Hugh was the first Governor. The King had no part in the management, though he had a representative at the meetings of the company. No dividend was paid until the lapse of twenty years from the opening ceremony. The first dividend was £15 8s. 3d. a share; the next (in three years) £3 4s. 2d. (1636). Charles I. regranted his thirty-six "king's shares" to the company for a fee-farm rent of £500, which is still paid annually into the exchequer. By the end of the seventeenth century the dividend had increased to £200 per share. At the close of the eighteenth century the dividend was above £500 per share, and it is now about £900 a year. At twenty years' purchase a single share would be worth £17,000. Nearly all the shares are now, however, split into parts. The owners of a few fractions in 1761, under a decree of Chancery, were allowed to send a deputy to represent them in managing the company.

The managers have greatly enlarged the works. The river is now 25 feet in width; the sources of supply are multiplied. Forty-two square feet of water flows into London at the rate of two miles an hour all the year round. Seventy thousand houses are supplied, besides breweries and manufactories. The charge is less than a 1d. a-day for 241 gallons of water. The chief source of additional supply is the River Lea. The diversion of that stream has led to considerable litigation. The New River Company once made a good bargain through the dexterity of their surveyor. (This is Mr. Smiles's statement.) The first supply to the River Lea was too small, and he offered to pay double the price then paid for a pipe of double the diameter. The agent for the Lea River trustees assented, not knowing that the customer had at last done his work, but Sir, nobody believes that. At least whatever else he is, the Irish are brave and high-spirited. In this, if in nothing else, they are like ourselves. Make the case our own. Should we endure it for a single year! Should we ever rest until we get rid of what the First Minister of the Crown, not in "heedless rhetoric," but with excellent reason, has called an alien Church? Suppose it had pleased Providence that the Emperor Napoleon, with the whole power of Europe at his back, had at last worn us out, and instead of dashing him

## RAILWAY TIME TABLES.

## AND RICHMOND LINES.

## GREAT SOUTHERN, WESTERN, AND RICHMOND LINES.

## DOWN TRAINS.

STATIONS.	1	2	3	4	5	6	7
	am.	am.	am.	am.	am.	pm.	pm.
Sydney.....	6.45	8.25	9.0	10.15	12.0	1.15	2.0
Newtown.....	6.50	8.30	9.05	10.20	12.05	1.20	2.05
Petersham.....	6.54	8.34	9.05	10.24	12.10	1.25	2.10
Blackburn.....	7.00	8.41	9.10	10.30	12.15	1.31	2.16
Blackburn.....	7.06	8.46	9.15	10.35	12.21	1.37	2.22
Blackburn.....	7.10	8.4	9.20	10.39	12.25	1.41	2.26
Blackburn.....	7.16	8.4	9.20	10.45	12.31	1.47	2.32
Blackburn.....	7.18	8.4	9.20	10.48	12.33	1.49	2.34
Blackburn.....	7.20	8.4	9.20	10.50	12.35	1.51	2.36
Blackburn.....	7.22	8.4	9.20	10.52	12.37	1.53	2.38
Blackburn.....	7.24	8.4	9.20	10.54	12.39	1.55	2.40
Blackburn.....	7.26	8.4	9.20	10.56	12.41	1.57	2.42
Blackburn.....	7.28	8.4	9.20	10.58	12.43	1.59	2.44
Blackburn.....	7.30	8.4	9.20	11.0	12.45	2.01	2.46
Blackburn.....	7.32	8.4	9.20	11.02	12.47	2.03	2.48
Blackburn.....	7.34	8.4	9.20	11.04	12.49	2.05	2.50
Blackburn.....	7.36	8.4	9.20	11.06	12.51	2.07	2.52
Blackburn.....	7.38	8.4	9.20	11.08	12.53	2.09	2.54
Blackburn.....	7.40	8.4	9.20	11.1	12.55	2.11	2.56
Blackburn.....	7.42	8.4	9.20	11.12	12.57	2.13	2.58
Blackburn.....	7.44	8.4	9.20	11.14	12.59	2.15	3.0
Blackburn.....	7.46	8.4	9.20	11.16	13.01	2.17	3.02
Blackburn.....	7.48	8.4	9.20	11.18	13.03	2.19	3.04
Blackburn.....	7.50	8.4	9.20	11.2	13.05	2.21	3.06
Blackburn.....	7.52	8.4	9.20	11.22	13.07	2.23	3.08
Blackburn.....	7.54	8.4	9.20	11.24	13.09	2.25	3.1
Blackburn.....	7.56	8.4	9.20	11.26	13.11	2.27	3.12
Blackburn.....	7.58	8.4	9.20	11.28	13.13	2.29	3.14
Blackburn.....	8.0	8.4	9.20	11.3	13.15	2.31	3.16
Blackburn.....	8.02	8.4	9.20	11.32	13.17	2.33	3.18
Blackburn.....	8.04	8.4	9.20	11.34	13.19	2.35	3.2
Blackburn.....	8.06	8.4	9.20	11.36	13.21	2.37	3.22
Blackburn.....	8.08	8.4	9.20	11.38	13.23	2.39	3.24
Blackburn.....	8.1	8.4	9.20	11.4	13.25	2.41	3.26
Blackburn.....	8.12	8.4	9.20	11.42	13.27	2.43	3.28
Blackburn.....	8.14	8.4	9.20	11.44	13.29	2.45	3.3
Blackburn.....	8.16	8.4	9.20	11.46	13.31	2.47	3.32
Blackburn.....	8.18	8.4	9.20	11.48	13.33	2.49	3.34
Blackburn.....	8.2	8.4	9.20	11.5	13.35	2.51	3.36
Blackburn.....	8.22	8.4	9.20	11.52	13.37	2.53	3.38
Blackburn.....	8.24	8.4	9.20	11.54	13.39	2.55	3.4
Blackburn.....	8.26	8.4	9.20	11.56	13.41	2.57	3.42
Blackburn.....	8.28	8.4	9.20	11.58	13.43	2.59	3.44
Blackburn.....	8.3	8.4	9.20	12.0	13.45	3.01	3.46
Blackburn.....	8.32	8.4	9.20	12.02	13.47	3.03	3.48
Blackburn.....	8.34	8.4	9.20	12.04	13.49	3.05	3.5
Blackburn.....	8.36	8.4	9.20	12.06	13.51	3.07	3.52
Blackburn.....	8.38	8.4	9.20	12.08	13.53	3.09	3.54
Blackburn.....	8.4	8.4	9.20	12.1	13.55	3.11	3.56
Blackburn.....	8.42	8.4	9.20	12.12	13.57	3.13	3.58
Blackburn.....	8.44	8.4	9.20	12.14	13.59	3.15	4.0
Blackburn.....	8.46	8.4	9.20	12.16	14.01	3.17	4.02
Blackburn.....	8.48	8.4	9.20	12.18	14.03	3.19	4.04
Blackburn.....	8.5	8.4	9.20	12.2	14.05	3.21	4.06
Blackburn.....	8.52	8.4	9.20	12.22	14.07	3.23	4.08
Blackburn.....	8.54	8.4	9.20	12.24	14.09	3.25	4.1
Blackburn.....	8.56	8.4	9.20	12.26	14.11	3.27	4.12
Blackburn.....	8.58	8.4	9.20	12.28	14.13	3.29	4.14
Blackburn.....	9.0	8.4	9.20	12.3	14.15	3.31	4.16
Blackburn.....	9.02	8.4	9.20	12.32	14.17	3.33	4.18
Blackburn.....	9.04	8.4	9.20	12.34	14.19	3.35	4.2
Blackburn.....	9.06	8.4	9.20	12.36	14.21	3.37	4.22
Blackburn.....	9.08	8.4	9.20	12.38	14.23	3.39	4.24
Blackburn.....	9.1	8.4	9.20	12.4	14.25	3.41	4.26
Blackburn.....	9.12	8.4	9.20	12.42	14.27	3.43	4.28
Blackburn.....	9.14	8.4	9.20	12.44	14.29	3.45	4.3
Blackburn.....	9.16	8.4	9.20	12.46	14.31	3.47	4.32
Blackburn.....	9.18	8.4	9.20	12.48	14.33	3.49	4.34
Blackburn.....	9.2	8.4	9.20	12.5	14.35	3.51	4.36
Blackburn.....	9.22	8.4	9.20	12.52	14.37	3.53	4.38
Blackburn.....	9.24	8.4	9.20	12.54	14.39	3.55	4.4
Blackburn.....	9.26	8.4	9.20	12.56	14.41	3.57	4.42
Blackburn.....	9.28	8.4	9.20	12.58	14.43	3.59	4.44
Blackburn.....	9.3	8.4	9.20	13.0	14.45	4.01	4.46
Blackburn.....	9.32	8.4	9.20	13.02	14.47	4.03	4.48
Blackburn.....	9.34	8.4	9.20	13.04	14.49	4.05	4.5
Blackburn.....	9.36	8.4	9.20	13.06	14.51	4.07	4.52
Blackburn.....	9.38	8.4	9.20	13.08	14.53	4.09	4.54
Blackburn.....	9.4	8.4	9.20	13.1	14.55	4.11	4.56
Blackburn.....	9.42	8.4	9.20	13.12	14.57	4.13	4.58
Blackburn.....	9.44	8.4	9.20	13.14	14.59	4.15	4.6
Blackburn.....	9.46	8.4	9.20	13.16	15.01	4.17	4.62
Blackburn.....	9.48	8.4	9.20	13.18	15.03	4.19	4.64
Blackburn.....	9.5	8.4	9.20	13.2	15.05	4.21	4.66
Blackburn.....	9.52	8.4	9.20	13.22	15.07	4.23	4.68
Blackburn.....	9.54	8.4	9.20	13.24	15.09	4.25	4.7
Blackburn.....	9.56	8.4	9.20	13.26	15.11	4.27	4.72
Blackburn.....	9.58	8.4	9.20	13.28	15.13	4.29	4.74
Blackburn.....	10.0	8.4	9.20	13.3	15.15	4.31	4.76
Blackburn.....	10.02	8.4	9.20	13.32	15.17	4.33	4.78
Blackburn.....	10.04	8.4	9.20	13.34	15.19	4.35	4.8
Blackburn.....	10.06	8.4	9.20	13.36	15.21	4.37	4.82
Blackburn.....	10.08	8.4	9.20	13.38	15.23	4.39	4.84
Blackburn.....	10.1	8.4	9.20	13.4	15.25	4.41	4.86
Blackburn.....	10.12	8.4	9.20	13.42	15.27	4.43	4.88
Blackburn.....	10.14	8.4	9.20	13.44	15.29	4.45	4.9
Blackburn.....	10.16	8.4	9.20	13.46	15.31	4.47	4.92
Blackburn.....	10.18	8.4	9.20	13.48	15.33	4.49	4.94
Blackburn.....	10.2	8.4	9.20	13.5	15.35	4.51	4.96
Blackburn.....	10.22	8.4	9.20	13.52	15.37	4.53	4.98
Blackburn.....	10.24	8.4	9.20	13.54	15.39	4.55	5.0
Blackburn.....	10.26	8.4	9.20	13.56	15.41	4.57	5.02
Blackburn.....	10.28	8.4	9.20	13.58	15.43	4.59	5.04
Blackburn.....	10.3	8.4	9.20	14.0	15.45	4.61	5.06
Blackburn.....	10.32	8.4	9.20	14.02	15.47	4.63	5.08
Blackburn.....	10.34	8.4	9.20	14.04	15.49	4.65	5.1
Blackburn.....	10.36	8.4	9.20	14.06	15.51	4.67	5.12
Blackburn.....	10.38	8.4	9.20	14.08	15.53	4.69	5.14
Blackburn.....	10.4	8.4	9.20	14.1	15.55	4.71	5.16
Blackburn.....	10.42	8.4	9.20	14.12	15.57	4.73	5.18
Blackburn.....	10.44	8.4	9.20	14.14	15.59	4.75	5.2
Blackburn.....	10.46	8.4	9.20	14.16	16.01	4.77	5.22
Blackburn.....	10.48	8.4	9.20	14.18	16.03	4.79	5.24
Blackburn.....	10.5	8.4	9.20	14.2	16.05	4.81	5.26
Blackburn.....	10.52	8.4	9.20	14.22	16.07	4.83	5.28
Blackburn.....	10.54	8.4	9.20	14.24	16.09	4.85	5.3
Blackburn.....	10.56	8.4	9.20	14.26	16.11	4.87	5.32
Blackburn.....	10.58	8.4	9.20	14.28	16.13	4.89	5.34
Blackburn.....	11.0	8.4	9.20	14.3	16.15	4.91	5.36
Blackburn.....	11.02	8.4	9.20	14.32	16.17	4.93	5.38
Blackburn.....	11.04	8.4	9.20	14.34	16.19	4.95	5.4
Blackburn.....	11.06	8.4	9.20	14.36	16.21	4.97	5.42
Blackburn.....	11.08	8.4	9.20	14.38	16.23	4.99	5.44
Blackburn.....	11.1	8.4	9.20	14.4	16.25	5.01	5.46
Blackburn.....	11.12	8.4	9.20	14.42	16.27	5.03	5.48
Blackburn.....	11.14	8.4	9.20	14.44	16.29	5.05	5.5
Blackburn.....	11.16	8.4	9.20	14.46	16.31	5.07	5.52
Blackburn.....	11.18	8.4	9.20	14.48	16.33	5.09	5.54
Blackburn.....	11.2	8.4	9.20	14.5	16.35	5.11	5.56
Blackburn.....	11.22	8.4	9.20	14.52	16.37	5.13	5.58
Blackburn.....	11.24	8.4	9.20	14.54	16.39	5.15	5.6
Blackburn.....	11.26	8.4	9.20	14.56	16.41	5.17	5.62
Blackburn.....	11.28	8.4	9.20	14.58	16.43	5.19	5.64
Blackburn.....	11.3	8.4	9.20	15.0	16.45	5.21	5.66
Blackburn.....	11.32	8.4	9.20	15.02	16.47	5.23	5.68
Blackburn.....	11.34	8.4	9.20	15.04	16.49	5.25	5.7
Blackburn.....	11.36	8.4	9.20	15.06	16.51	5.27	5.72
Blackburn.....	11.38	8.4	9.20	15.08	16.53	5.29	5.74
Blackburn.....	11.4	8.4	9.20	15.1	16.55	5.31	5.76
Blackburn.....	11.42	8.4	9.20	15.12	16.57	5.33	5.78
Blackburn.....	11.44	8.4	9.20	15.14	16.59	5.35	5.8
Blackburn.....	11.46	8.4	9.20	15.16	17.01	5.37	5.82
Blackburn.....	11.48	8.4	9.20	15.18	17.03	5.39	5.84
Blackburn.....	11.5	8.4	9.20	15.2	17.05	5.41	5.86
Blackburn.....	11.52	8.4	9.20	15.22	17.07	5.43	5.88
Blackburn.....	11.54	8.4	9.20	15.24	17.09	5.45	5.9
Blackburn.....	11.56	8.4	9.20	15.26	17.11	5.47	5.92
Blackburn.....	11.58	8.4	9.20	15.28	17.13	5.49	5.94
Blackburn.....	12.0	8.4	9.20	15.3	17.15	5.51	5.96
Blackburn.....	12.02	8.4	9.20	15.32	17.17	5.53	5.98
Blackburn.....	12.04	8.4	9.20	15.34	17.19	5.55	6.0
Blackburn.....	12.06	8.4	9.20	15.36	17.21	5.57	6.02
Blackburn.....	12.08	8.4	9.20	15.38	17.23	5.59	6.04
Blackburn.....	12.1	8.4	9.20	15.4	17.25	5.61	6.06
Blackburn.....	12.12	8.4	9.20	15.42	17.27	5.63	6.08
Blackburn.....	12.14	8.4	9.20	15.44	17.29	5.65	6.1
Blackburn.....	12.16	8.4	9.20	15.46	17.31	5.67	6.12
Blackburn.....	12.18	8.4	9.20	15.48	17.33	5.69	6.14
Blackburn.....	12.2	8.4	9.20	15.5	17.35	5.71	6.16
Blackburn.....	12.22	8.4	9.20	15.52	17.37	5.73	6.18
Blackburn.....	12.24	8.4	9.20	15.54	17.39	5.75	6.2
Blackburn.....	12.26	8.4	9.20	15.56	17.41</		







**FUNERAL.**—The Friends of Mr. PETER CONNELLY are invited to attend the funeral of his deceased WIFE, to move from his residence, No. 4, Tupper-street, THIS (Friday) AFTERNOON, at 2 o'clock, and proceed to the Cemetery at 2.30.

**FUNERAL.**—The Friends of the deceased Mr. WILLIAM O'SULLIVAN are invited to attend his funeral, to move from his late residence, No. 319, Elizabeth-street, THIS (Friday) AFTERNOON, at half-past 3. JAMES CURTIS, Undertaker, 59, Hunter-street.

**FUNERAL.**—The Friends of Mr. THOMAS PALMER are invited to attend the funeral of his deceased WIFE, MARY, to move from his residence, No. 620, George-street South, THIS (Friday) AFTERNOON, at a quarter to 3 o'clock. N.B.—No carriage issued. J. and G. SHYING, Undertakers, 719, George-street South, opposite Christ Church.

**FUNERAL.**—The Friends of the late PATRICK GRADY are invited to attend the funeral of his deceased WIFE, MARY, to move from his late residence, Denison-street, King-street, Campbell-street, at 2 o'clock. THOMAS DIXON, Undertaker, South Head Road.

**LONDON AND LANCASHIRE FIRE AND LIFE INSURANCE CO.,** W. H. MacKenzie, Jun., agent, 96, Pitt-street, Sydney.

**THE BRITISH AND FOREIGN MARINE INSURANCE CO.,** Limited, Capital, £1,000,000.

**NEW ZEALAND FIRE AND MARINE INSURANCE CO.,** Limited, Capital, £1,000,000.

**NATIONAL MARINE INSURANCE COMPANY OF AUSTRALIA**

Incorporated by Act of Parliament, Chief Office, 10, Market-street, Sydney.

**CORNWALL FIRE AND MARINE INSURANCE CO.,** Limited, Capital, £200,000.

The undersigned, having free powers to act for the above-named Company in this colony, are now prepared to receive proposals for Fire risks of every description.

**GEORGE A. LLOYD AND CO.,** Agents, 96, Pitt-street, Sydney.

**VICTORIA INSURANCE COMPANIES,** FIRE, LIFE, AND MARINE.

United Capital, £2,000,000. Directors: George Thomas, Reg. John De V. Lamb, Esq.

Insurance against Fire negotiated at reduced rates. Policies issued to cover up to £10,000 on fire risks, and £50,000 marine, with claims payable in London, Victoria, Queensland, South Australia, New Zealand, or wherever the Companies have representatives.

**WILLIAM JACK, Resident Secretary.**

**ROYAL FIRE AND LIFE INSURANCE COMPANY.**

Capital, £2,000,000. Accumulated Fund, £1,500,000. Annual Income, over £200,000.

**FIRE DEPARTMENT.** Policies are now issued at lowest rates adequate and without reference to any other company.

**LIFE DEPARTMENT.** Special notice to intending ASSURERS.

Special notice to intending ASSURERS. All new business with this company will be done on the basis of the latest annual meeting of the shareholders. Policies issued and claims settled by the undersigned without reference to England.

**LLOYD, IRELAND, AND CO.,** Lloyd's-chambers, Agents.

**IMPERIAL FIRE INSURANCE COMPANY.** Capital, £1,000,000. Income, £230,000.

Reserve fund, £240,000. Established in 1803. London and Lancashire Foundation of the Society, £13,130,000.

Insurance effected on buildings, merchandise, and ships. Losses from fire by lightning made good, and all claims on adjustment paid in Sydney.

**FANNING, GRIFITHS, AND CO.,** Agents, Spring-street, Sydney.

**UNIVERSAL MARINE INSURANCE COMPANY.** Capital, £1,000,000.

Chief Office, No. 55, Cornhill, London. Subscribed capital, £1,000,000.

Paid-up capital, £250,000. W. H. MacKENZIE, Jun., Agent, No. 96, Pitt-street, Sydney.

**PRINCE OF WALES OPERA HOUSE.**

POSITIVELY THE LAST WEEK BUT ONE.

Mr. W. SAURIN LYNTER begs to inform the musical public of Sydney, that next SATURDAY WEEK, August 1st, will be the last night of the season, and that with the exception of Russell's, great work of WILLIAM TELL, no opera will be repeated.

Under the special patronage of His Royal Highness the DUKE OF EDINBURGH, K.O.

His Excellency the Right Honorable the EARL OF BELMORE, and her Ladyship the COUNTESS OF BELMORE.

Conductor, Mr. JOHN HALL.

Chorus Master, Mr. R. WHITE, R.A.M.

THIS (Friday) EVENING, July 24th, BENEFIT.

Signor PIETRO DE ANTONI, on his grand occasion will be given, for the last time, Meyerbeer's grand opera, commencing at half-past 7.

LES HUGUENOTS.

Racel De Nangis, Mr. Henry Squire, B. Br.

Manfred, Mr. John De Hagen, De Nangis, Mr. J. H. Squire.

Ursula, Miss George Rodon, Huguenot Soldier, Mr. W. F. Baker.

Manfred, Mr. J. H. Squire, De Nangis, Mr. J. H. Squire.

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Manfred, Mr. J. H. Squire, De Nangis, Mr. J. H. Squire.

Manfred, Mr. J. H. Squire, De Nangis, Mr. J. H. Squire.

## VICTORIA THEATRE.

Under the Management of Mr. Hoekins. Stage Manager, Mr. Stuart O'Brien.

**MONSTER ATTRACTION.**

THIS EVENING, Friday, July 24th, will be presented the great moral Drama of the

entitled, **THE CURSE OF MAMMON.**

or, Five Epochs in the Life of Lady Isabel Vane. Lady Isabel Vane, Mrs. W. Andrew Cooper.

Mr. W. Andrew Cooper, Captain Levison, alias Thors, Mr. Hoekins. The Rejoice, Miss Thompson. Homage? Redistribution and Explanation.

To conclude with the Musical Burlesque of **THE SWISS COTTAGE.**

With all the Original Music. Corporal Max, Mr. Stuart O'Brien.

Naz Teik, Mr. W. Andrew Cooper. Lisette, Miss Julia Harland.

**TO-MORROW, Saturday.** Great Double Bill. The Great Repentance Drama of **THE CURSE OF MAMMON.**

and the Nautical Drama of **THE ANCHOR OF HOPE.**

**MADAME SOHIER'S WAXWORKS.** 367, Pitt-street, (adjoining Messrs. Farmer and Co.), Sole Proprietors, and Managers.

Mons. and Madame SOHIER. Open from 10 a.m. till 10 p.m. Admission to all children half-price.

Just added, O'FARRELL'S. RANWICK RACES.—Notice.—No CHANGE given at the Gates. E. CAMPBELL, Lessee.

**DANCING.**—Young Ladies are invited to join Mrs. READ'S Class. Knellerport, Double Bay.

**DAVID'S** Wholesale and Retail cheap Toy and Fancy Bazaar, 98, King-street.

**ZOOTROPES**, or Wheel of Life. E. DAVIS, Fancy Bazaar, 91, King-street.

**EX MAIL STEAMER.** FINE GOLD JEWELLERY.

MYERS and SOLOMON, 512, George-street.

**CARVED MEKESCHAU PIPES**, direct from VIENNA, a splendid assortment.

At 41, BILLY, 9, Hunter-street, first floor.

**MATTRESSES** and Pillows.—Hornshair, Wool, Fibre, and Flax Mattresses. J. Lawler, 316, Pitt-st.

**MATTRESSES** carefully cleaned and re-made by J. LAWLER, 316, Pitt-street, near Bathurst-street.

**HORSEHAIR**, Manilla, and New Zealand Flax, Col. Fibre, &c. J. LAWLER, 316, Pitt-street.

**HOBBS' EUREKA SHIRTS**, 42s the half dozen, to open in front or fasten behind. For ease, elegance, and durability they have no rival. HOBBS and WILLIAMS, 3, Hunter-street.

**HOBBS and WILLIAMS' French Kid Gloves**, quality and fit cannot be surpassed, every size, every shade, in Jovyn's and Josephine's always in stock, 3, Hunter-street.

**FAMILY MOURNING.** GEORGE CHISHOLM and CO. beg to invite the attention of ladies to the large stock of

**FAMILY MOURNING**, which will be found to comprise every requisite for ladies', gentlemen's, or children's wear, in Black and half-mourning dress of every fabric in silk, woolen, or cotton manufacture.

Dress and mantle caps. Black silk and cloth hats. Black and half-mourning shawls. Antechain and black mantle cloths.

Two colours with contrasting trimmings. Black and half-mourning shawls. Antechain and black mantle cloths.

Black gloves and hosiery. Black belts, shawls, and handkerchiefs. Black trimmings, fancy goods, &c., &c.

GEO. C. and CO. in calling attention to the above, beg to notify that, having a large staff of young ladies always employed on the premises, under the most able supervision, they will be enabled to make up all orders they may be favoured with on the most prompt notice.

**GEORGE CHISHOLM and CO.,** 390, George-street, Next door to the General Post Office.

**CHEAP REMNANTS** of SILKS, DRESSES, PRINTS, CALICOES, and GENERAL DRAPERIES.

**GEORGE CHISHOLM and CO.,** 390, George-street.

In consequence of the immense number of Pieces of Goods of various fabrics, cut up daily, leaving great quantities of lengths too short for ordinary use, G. C. and Co. have found it necessary to take steps to prevent an accumulation of Remnants, and they have, therefore, determined to sell part of the

**FRIDAY OF EACH WEEK** at a REMNANT DAY.

when all short lengths, from every department, will be brought forward and marked at merely nominal prices, so as effectually to keep the stock always clear of remnants.

Remnant, REMNANT DAY is **FRIDAY IN EACH WEEK.**

**GEORGE CHISHOLM and CO.,** 390, George-street.

Next door to the General Post Office.

**LADIES' AND CHILDREN'S UNDERCLOTHING.**

MESSRS. PERRY BROTHERS have taken advantage of the late FALL IN THE PRICE OF ALL COTTON GOODS, by PURCHASING for CASH in the English market the choicest of LADIES' and CHILDREN'S UNDERCLOTHING ever manufactured.

Messrs. PERRY BROTHERS, therefore, have determined to give their customers the advantage of the fall, by equalising the price of the old and new stock, having reduced to HALF-PRICE every article in stock before the arrival of the recent purchase.

THE ENTIRE UNDERCLOTHING STOCK, including the consignments just to hand, has been divided into LOTS, and will be offered for sale THIS DAY, as under:—

**LADIES' UNDERCLOTHING.**

Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly 4s 6d to 6s.

**LOT 2.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

**LOT 3.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

**LOT 4.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

**LOT 5.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

**LOT 6.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

**LOT 7.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

**LOT 8.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

**LOT 9.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

**LOT 10.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

**LOT 11.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

**LOT 12.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

**LOT 13.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

**LOT 14.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

**LOT 15.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

**LOT 16.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

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**LOT 25.** Ladies' chemises—The Favourite. Ditto drawers. Ditto corsets. Ditto nightgowns. Ditto collared stays. Formerly from 6s 6d to 10s 6d.

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Black glass silks at 2s 6d, 3s 6d, 4s 6d, 5s 6d, 6s 6d, 7s 6d, 8s 6d, 9s 6d, 10s 6d, 11s 6d, 12s 6d, 13s 6d, 14s 6d, 15s 6d, 16s 6d, 17s 6d, 18s 6d, 19s 6d, 20s 6d, 21s 6d, 22s 6d, 23s 6d, 24s 6d, 25s 6d, 26s 6d, 27s 6d, 28s 6d, 29s 6d, 30s 6d, 31s 6d, 32s 6d, 33s 6d, 34s 6d, 35s 6d, 36s 6d, 37s 6d, 38s 6d, 39s 6d, 40s 6d, 41s 6d, 42s 6d, 43s 6d, 44s 6d, 45s 6d, 46s 6d, 47s 6d, 48s 6d, 49s 6d, 50s 6d, 51s 6d, 52s 6d, 53s 6d, 54s 6d, 55s 6d, 56s 6d, 57s 6d, 58s 6d, 59s 6d, 60s 6d, 61s 6d, 62s 6d, 63s 6d, 64s 6d, 65s 6d, 66s 6d, 67s 6d, 68s 6d, 69s 6d, 70s 6d, 71s 6d, 72s 6d, 73s 6d, 74s 6d, 75s 6d, 76s 6d, 77s 6d, 78s 6d, 79s 6d, 80s 6d, 81s 6d, 82s 6d, 83s 6d, 84s 6d, 85s 6d, 86s 6d, 87s 6d, 88s 6d, 89s 6d, 90s 6d, 91s 6d, 92s 6d, 93s 6d, 94s 6d, 95s 6d, 96s 6d, 97s 6d, 98s 6d, 99s 6d, 100s 6d, 101s 6d, 102s 6d, 103s 6d, 104s 6d, 105s 6d, 106s 6d, 107s 6d, 108s 6d, 109s 6d, 110s 6d, 111s 6d, 112s 6d, 113s 6d, 114s 6d, 115s 6d, 116s 6d, 117s 6d, 118s 6d, 119s 6d, 120s 6d, 121s 6d, 122s 6d, 123s 6d, 124s 6d, 125s 6d, 126s 6d, 127s 6d, 128s 6d, 129s 6d, 130s 6d, 131s 6d, 132s 6d, 133s 6d, 134s 6d, 135s 6d, 136s 6d, 137s 6d, 138s 6d, 139s 6d, 140s 6d, 141s 6d, 142s 6d, 143s 6d, 144s 6d, 145s 6d, 146s 6d, 147s 6d, 148s 6d, 149s 6d, 150s 6d, 151s 6d, 152s 6d, 153s 6d, 154s 6d, 155s 6d, 156s 6d, 157s 6d, 158s 6d, 159s 6d, 160s 6d, 161s 6d, 162s 6d, 163s 6d, 164s 6d, 165s 6d, 166s 6d, 167s 6d, 168s 6d, 169s 6d, 170s 6d, 171s 6d, 172s 6d, 173s 6d, 174s 6d, 175s 6d, 176s 6d, 177s 6d, 178s 6d, 179s 6d, 180s 6d, 181s 6d, 182s 6d, 183s 6d, 184s 6d, 185s 6d, 186s 6d, 187s 6d, 188s 6d, 189s 6d, 190s 6d, 191s 6d, 192s 6d, 193s 6d, 194s 6d, 195s 6d, 196s 6d, 197s 6d, 198s 6d, 199s 6d, 200s 6d, 201s 6d, 202s 6d, 203s 6d, 204s 6d, 205s 6d, 206s 6d, 207s 6d, 208s 6d, 209s 6d, 210s 6d, 211s 6d, 212s 6d, 213s 6d, 214s 6d, 215s 6d, 216s 6d, 217s 6d, 218s 6d, 219s 6d, 220s 6d, 221s 6d, 222s 6d, 223s 6d, 224s 6d, 225s 6d, 226s 6d, 227s 6d, 228s 6d, 229s 6d,